

SWEDEN

RESTRICTED

SWEDEN - INLAND WATERWAY TRANSPORTATION

A. POLICIES

1. State policy permits a considerable portion of the canal system and other artificial ways to be operated under private enterprise, corporations owning the ways and operating them under their own management. In the case of natural waterways, however, the state, having developed the facilities, retains control and administers them, but does not engage in actual operations.

Inland shipping facilities of Sweden provide a valuable adjunct to the other media of transport (i.e., rail, road and coastal shipping). Sweden's rugged coastline and the prevailing strong seas limit the importance of coastal carriers and result in considerable reliance being placed upon natural inland waterways and canals. The state has been vitally interested for a long period in the development of inland waterways as a means of exploiting Swedish natural resources such as iron ore and lumber. The Swedish lumber industry, in fact, could not compete in European markets without the aid of the inland waterway system, developed over the past hundred years.

2. Inland waterways policy is determined and administered independently of policies for other media of transport. Such policies are, however, integrated with the over-all transport policy planning of the Ministry of Communications.
3. Inland waterways policy is based primarily upon economic considerations. Sweden's traditional policy of neutrality makes strategic and military considerations secondary. The German military policy of denying free passage to Swedish coastwise traffic in war-time, however, has caused the Swedes to construct certain inland waterways which serve as alternate shipping routes.
4. The government does not directly subsidize waterway transportation, but it is interested as a matter of policy in the development of equipment and the maintenance of facilities.
5. Waterways policy is conditioned by: (1) the geography of the country; (2) economic conditions; and (3) the influence of commercial enterprises having a vested interest in water transport. These latter formulate policy to a large extent. The government exercises a minimum of control.

B. ORGANIZATION

1. Inland waterways are administered by the Board of Roads and Waterways in the Ministry of Communications.
2. It is the function of the Board to formulate and administer over-all policies for all inland waterways in Sweden. The Board is directly charged with technical problems concerning the waterways.

RESTRICTED

RESTRICTED

SWEDEN - INLAND WATERWAY TRANSPORTATION (B-3)

3. The Board of Roads and Waterways has no direct relation to the other transport agencies except as its policies and plans are subject to control by the Ministry. There is no administrative relationship, and little occasion for any working relationship between the Board of Roads and Waterways and the state agencies dealing with merchant shipping and civil aviation.
4. The present organization of the Ministry as it affects waterways has undergone no significant change in the last ten years, and there is no evidence that any changes are contemplated.
5. The state agencies dealing with water transport are considered to be highly efficient by both Swedish and foreign observers, and little criticism of operating policy is voiced.

C. ADMINISTRATION

1. The state interposes no objection to the establishment of new inland waterway services sponsored by private capital.
2. Rates for inland water transport are determined by the operators of the transport facilities, and are not subject to state regulation.
3. The state policy of non-intervention in the relationships between the various forms of transport is reflected in its attitude toward waterways. Despite its financial interest in the rail lines (the state owns 74 per cent of all mileage), there is no evident policy of discrimination in favor of the railroads. The policy of non-intervention probably is based on: (1) the fact that the waterways in Sweden are more suitable for the transport of certain types of goods than are the railroads; and (2) the traditional policy of free competition.
4. The Labour Inspectorate in the Ministry of Social Affairs establishes safety rules for shipping and is responsible for their enforcement.
5. The Swedish Government has a long record of interest in the training of personnel for the maritime industry, and these technicians are also employed in inland water transport. There are several state-sponsored and state-operated schools for technical training.
6. Sweden has promoted traffic agreements between the Scandinavian states as a matter of policy for many years.